GOVERNMENT OF INDIA
SHIPPING, ROAD TRANSPORT AND HIGHWAYS
LOK SABHA

UNSTARRED QUESTION NO:392
ANSWERED ON:22.02.2006
WIDENING/ REPAIR OF NATIONAL HIGHWAY-52
Sarma Dr. Arun Kumar

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government has taken up steps to widen, strengthen and repair NH-52;

(b) if so, the details thereof and the achievement made thereon and the target fixed for the current year;

(c) if not, the reasons therefor;

(d) the total plan outlay sanctioned and annual allocation made for the said work during the Tenth Plan;

(e) whether the Union Government has received any proposals for implementation of works in various sectors of NH-52;

(f) if so, the details thereof and the action taken by the Union Government thereon;

(g) whether the Union Government has cleared all such proposals; and

(h) if not, the reasons therefor alongwith the date by which pending proposals are likely to be cleared?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K. H. MUNIYAPPA)

(a) Yes, Sir.

(b) The stretch from Baihata Charali to Banderdewa is identified for four laning under National Highways Development Project (NHDP) −III for which Government have given approval for preparation of Detailed Project Reports (DPR) and preparation of DPR has been undertaken by National Highways Authority of India. The stretches from North Lakhimpur to Jonai and from Dirak to Rupai in Assam have been identified for widening to two-lane with paved shoulders under Phase 'A' of Special Accelerated Road Development Programme-North East (SARDP-NE), which is already approved by the Government on 22.09.2005 for implementation. The work of widening to two lanes from Jonai to Dirak in Arunachal Pradesh has been approved by the Government for preparation of Detailed Project Reports under Phase 'B' of SARDP-NE. For these projects identified under SARDP-NE, Border Roads Organization (BRO) has been asked to prepare DPRs.

The repair/rehabilitation of the existing road including strengthening/repair to bridges is a continuous process. In addition, the work of improvement of riding quality has been completed in 199.63 kms length on NH-52 in Assam by BRO upto March, 2005 and has been planned for a length of 105.07 km during 2005-06. For all such works it is proposed to spend Rs.45.74 crore in Assam and Rs. 13.14 crore in Arunachal Pradesh.

(c) Does not arise.

(d) The details of funds allocated and utilized by BRO on NH-52 during the 10th Plan period are given below:-

Rs. in crore

Year	Assam Portion		Arunachal Pradesh portion	
	Allotted	Utilised	Allotted	Utilised
2002-03	10.71	10.71	20.00	20.00
2003-04	20.36	20.36	8.12	8.12
2004-05	25.04	25.04	12.16	12.16
2005-06 (up to Dec, 05)	45.74	18.80	13.14	8.90 (up to Dec, 05)
2006-07(Planned)	52.00		16.90	
Total	153.85	74.91	70.32	49.18

(e) to (h) Two Detailed Project Reports for the stretches from Km 345 to Km 360 and Km 365 to Km 382 of NH-52 have been approved in December, 2005 and further two Detailed Project Reports for the stretch from Km 440 to Km 455 and Km 845 to Km 876

of NH-52 have been received from BRO, one each in January and February, 2006. A case for replacing the deteriorated timber bridges with Bailey bridges in the stretches identified under SARDP-NE has also been received from BRO in January 2006. These proposals are under scrutiny and their approval is subject to fulfillment of technical requirements.